

Chester Interactive Cycle Map

Chester Cycling Campaign (CCC) has long been aware of the need for a map which shows the entire local infrastructure relevant to cycling and which also highlights areas of difficulty for those using unconventional cycles or mobility aids. Available maps (including Ordnance Survey) do not give the detail required for many to plan journeys with confidence.

Such information has been collected over the last 7 years and is now incorporated into one interactive map at:- <https://tinyurl.com/Chester-Cycle-Map>. It is assembled in different 'layers' that can be switched on or off to show what is of interest to the particular viewer.

Current Layers are:-

1. Barriers & Access
2. Bike Parking
3. Existing Cycle Paths and Lanes
4. 'Aspirational' Paths
5. Amenities
6. Hazardous Junctions
7. Quiet linking roads
8. CWaC (the Local Authority) - see note below [Coloured routes](#))


The Paths are classified by colour:-










1. Existing Cycle Paths :-

Colour		Surface	
Green	Traffic free	Asphalt	
Brown	Traffic free	Unsealed	(May be firm stone &/or softer earth & sometimes mud when wet)
Red	By carriageway but separated from it – usually by kerb or verge	Asphalt	(May be a Shared Use Path with or without pedestrian/cyclist segregating line).
Blue	On carriageway	Painted 'lane'	Including 'Orca' separation where there is no continuous kerb protection.

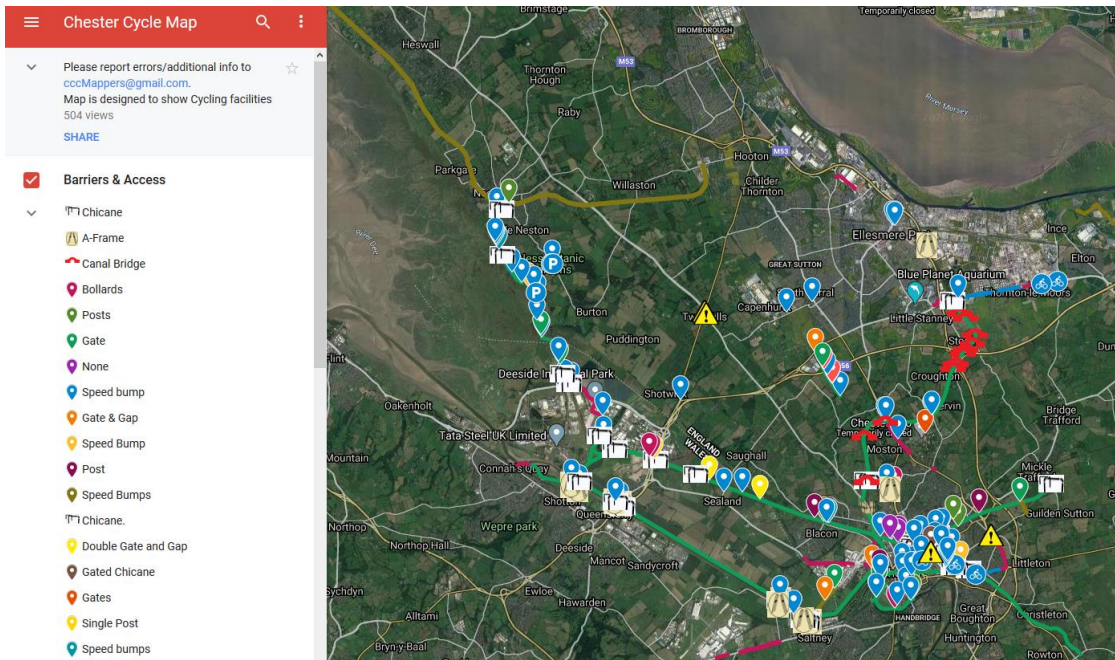
NB – technically, a 'Path' is separate from a carriageway and should be recorded as such in LA documents; a 'Lane' is not recorded separately and is simply a painted line in the road.



The distinction between 'Green' & 'Red' paths is somewhat arbitrary. Red has been used where the path follows a road even if there is a wide verge separation – Green has been used for the genuinely off-road paths, which are generally longer. Both should be suitable for less experienced riders (the '12 year old test') as opposed to the on-carriageway Blue lanes. Places where there is even a very short stretch of quiet road between two paths, where it might still be described as a 'Greenway', have been treated as 'road' as cars do occasionally use them.

Paths are not distinguished on the basis of width. If this information is significant then, by clicking on the path, a description (possibly with photos) should come up in a box. Where signage is relevant to a particular path or lane, the symbol  has been used to indicate location.

2. 'Aspirational' Paths - Purple.
These are what we would like to see in the future, both for connectivity and for safety reasons. With current limitations on Local Authority budgets, these aspirational routes will depend on developer and other funding.
3. N.B. The Colours used in the 'CWaC Coloured Routes' layer are not consistent with the above as they correspond to the colours used on existing direction signs 'on the ground'. For this reason, we would suggest that this layer be unchecked unless one particularly needs to look at one of the coloured routes or wishes to see how they integrate (or not!) with existing infrastructure.
4. Accessibility issues (barriers, speed bumps etc). Markers with photos/ descriptions at each point. Each marker, when clicked, should open a box with photo, description and measurements of the obstacle. Specific markers for A-Frame type barriers  and for 'kissing' gates  are used as these are considered to be particularly difficult for many to negotiate. Canal bridges, which often offer a combination of narrow and poor paths with restricted headroom are shown as:- . Chicanes are shown thus:- . Some other type specific markers may be introduced later.
5. Bike Parking facilities – with Photos and information on type and number.
6. Other facilities which may be included over time:-
 - Charging points (for battery assisted cycles) – possibly in the Bike Parking layer?
 - Cafés  }
 - Parking facilities for cars  }
 - Public toilets }
 - Bike shops }
 } these four in one layer
7. Junctions.
The symbol  is used indicate the location of particularly Hazardous Junctions. Only the most dangerous locations are currently marked. In addition, those junctions with existing Advanced Stop Line (ASL) boxes are marked  and those where we would like to see ASLs are marked .

The map should come up looking something like:-



One can select/ de-select layers using the tick-boxes in the left hand panel and zoom in on any portion or point on the map. It is also possible to swap between plan & satellite/terrain view – move the slider on the left hand panel to the bottom and tab between the two options:-  &  .